

South Transfer Station Project  
**Summary of Stakeholder Meeting**  
April 28, 2010, 6:00 to 8:00 PM  
South Park Neighborhood Center

**Attendees**

**Stakeholders**

Patrick Burningham  
Kevin Burrell  
Debbie McNeil  
Wendy Woldenberg  
Bill Pease  
Carl Pierce  
Lora Suggs

**Design Build Team**

Tom Aura, Mortenson  
Gary Rea, Mortenson  
Terrill Chang, URS  
Barb Swift, Swift & Company  
Sian Roberts, Miller Hull  
Chad Zettle, Miller Hull  
Kathy Wesselman, WPA  
Marcia Wagoner, ReadWagoner  
Michael Read, ReadWagoner

**City of Seattle**

Tim Croll, SPU  
Henry Friedman, SPU  
Jeff Neuner, SPU  
Ruri Yampolski, Arts

**Project Artist**

Carol dePelecyn

**Purpose**

- Review revisions to facility design since last meeting
- Meet project artist and discuss initial art proposals
- Consider and prioritize potential areas for investing the facility community amenities fund (\$150,000)

**Summary of Action Items**

- SPU will meet with the South Park Neighborhood Association board to review the agreement regarding community benefits in exchange for the street vacation and ask for their support. SPU will consider allowing small commercial truck drivers to use the self-haul side of the facility if that is the customer's preference.
- SPU will check with SDOT regarding the flow of traffic off the transfer station site. SPU will consult with SDOT after the construction is complete on what might be required regarding repaving S. Kenyon Street. SPU will consult with the community on the name of the facility, the use of artwork, and other amenities that might be considered for the site.

**Summary of Presentations and Discussions**

**Update on Stakeholder Requests**

Henry Friedman, SPU Project Manager, provided a brief overview of actions taken in response to comments received from stakeholders who attended the previous meeting on March 16, 2010.

- The administrative and viewing room areas have been revised.
- A restroom facility for commercial haulers has been added.
- SPU will consider allowing small commercial truck drivers to use the self-haul side of the facility if that is the customer's preference.
- SPU will check with SDOT regarding the flow of traffic off the transfer station site.

- SPU will consult with SDOT after the construction is complete on what might be required regarding repaving S. Kenyon Street.
- Building graphics and the facility name are under development and open for further discussion.

He concluded by noting that the \$150,000 amenities budget — an allowance to adjust or improve the selected design — will be discussed later in the meeting.

### **New Transfer Station Design Recap**

Terrill Chang showed the location of the new restroom for commercial haulers near the “hot load” pull-out.

Chad Zettle described the refinements to the administration space which consisted of reducing the number of work stations to incorporate a small conference room. He noted that the public viewing room is adjacent to, yet completely separate from, the administration area, both of which are fully accessible. He recommended enhancing the interpretive elements in the public viewing room if the community was interested in allocating the amenities fund to the building.

### **New Transfer Station Landscape Design**

Barb Swift reviewed the conceptual design approach to the landscape design plan, noting that the site is bounded by large-scale, high-speed highways yet quite close to small-scale, fine-grained neighborhoods in South Park. The landscape design addresses both these contexts with bands of big trees complementing the existing ring of oak trees along the north edge of the site. Mixed grasses and low vegetation planted in bands will give the ground plane a strong graphic aspect.

Regarding the amenities fund, she suggested a potential north-south trail along the eastern side of the site could connect to the existing separated path along East Marginal Way. Interpretive signs could be incorporated along the trail.

### **Project Signage and Building Graphics**

Kathy Wesselman reviewed the comprehensive wayfinding and information system which has been designed with modular components for flexibility as needs change in the future. Dynamic information (e.g.: hours and rates) will be conveyed on electronic LED signs. Static information (e.g.: identity and directions) will employ text, images and symbols to communicate effectively to users, regardless of their primary language. A photographic image of earth will be used on all the wayfinding signs; a photograph of water will be used on the regulation signs; and a photograph of the sky will be used on four informational “Did You Know...” signs. All signs will feature black text on a bright green field. Both the typeface and colors were selected for their high degree of legibility from moving vehicles.

Stakeholders suggested that the “Did You Know...” signs contain messages of primary interest to facility users, such as “...that lines are longest on the weekends.” They also suggested making the rates visible to users prior to entering the queue and to provide a route for vehicles to exit the queue prior to the tollbooth.

Kathy next shared the design of a graphic element that SPU requested be added to the north and south façades of the building. The graphic includes a collection of words related to waste and the name of the facility (still under discussion), composed in transparent grayscale tones and in varying sizes (akin to a “tag cloud” found on some websites). They would be painted in highly durable paint designed to withstand extreme weather conditions. In response to an inquiry from a stakeholder, Kathy explained that the design works best in grayscale to contrast against the landscaping and signage, noting that introducing color would make the graphic quite busy and more susceptible to becoming outdated.

Stakeholders enthusiastically supported the design of the building graphic. Ensuing discussion centered around its visibility from the surrounding roadways and during the six to eight months that the oak trees on the north perimeter will have leaves.

In conclusion, Kathy described the opportunity to expend the funds for community amenities for interpretive and educational exhibits in the public viewing room or interpretive signage along the proposed trail.

### **Public Art Element**

Ruri Yampolsky, Public Art Program Director with the City of Seattle’s Office of Arts and Cultural Affairs, provided an overview of the Public Art Fund in which one percent of city capital improvement project funds is set aside for the commission, purchase and installation of public artwork. Specific to this project, she explained that in 2007, a panel comprised of community members, artists and agency staff reviewed applications, screened, interviewed and selected two artists— Steve Appleton for the North Transfer Station and Carol dePelecyn for the South Transfer Station. Preliminary estimates indicate approximately \$300,000 will be allocated for public art at the South Transfer Station. The Public Art Advisory Committee will determine the final budget as well as approve the artist’s proposal for the expenditure of those funds.

Carol dePelecyn, the artist selected for the South Transfer Station, described her recent experiences as Artist-in-Residence at the currently operating transfer station. She has been spending one day each week at the facility, getting to know the staff, customers, operations and overall feel of the place, as well as designing and testing ideas for a temporary installation at the station. She then reviewed her background as an artist working in the public realm, describing and showing photographs of installations at the former Sand Point Naval Air Station, in Belfast, Ireland and at the Shoreline Transfer Station.

Carol next described and discussed with stakeholders her current thinking for the temporary installation at the existing facility. Intrigued by the dramatic day light streaming into the facility, she first explored using light for the installation, discovering that too much energy would be required to compete with the natural daylight and that the interior is very busy—physically and visually—making it challenging to work inside the existing building. (She noted that the new building will be entirely open, so the same may not be true there.) Her current thinking involves working with the abundant variety of interesting metal being brought to the facility, possibly salvaging pieces and combining them with lighting to create a temporary installation.

Stakeholders were supportive of Carol's ideas, noting that her past work is very congruent with the maritime and industrial character of the neighborhood. One member suggested she not limit her thinking to the activities occurring at the transfer station and two others offered to take her on a tour of the wider South Park community. Stakeholders liked the idea of using reclaimed metal and light, wondering if the translucent panels in the new facility might be used so that the works could be visible both inside and outside the building. They appreciated Carol's consideration of how the art could enhance both the interior and exterior experience of the building. In conclusion, Rury noted that some or all of the funds set aside for community amenities could be used to supplement the public art budget.

### **Facility Name: South Transfer Station or South Park Transfer Station?**

Stakeholders were evenly split on the two options for the name of the new facility. Of the six members present, three favored South Park Transfer Station, suggesting the community is proud to be home to the existing facility and that putting the place in the name will encourage facility users to explore—and do business in—the South Park community. Two members favored South Transfer Station, citing a preference for parallel naming of the two facilities—North and South—after the area of the city served by each station, also stating that the station doesn't reflect the diverse South Park community. One stakeholder thinks either name is fine, but emphasized that the future North Transfer Station be named in parallel fashion, after the surrounding neighborhood or geographic area served.

### **Prioritization of Amenity Options**

Stakeholders more generally aligned on the prioritizing areas to invest the funding set aside for facility community amenities (\$150,000). Most supported the construction of a multi-use path along the eastern portion of the site which would connect at South Holden Street to the existing Duwamish Trail along West Marginal Way. Many supported the notion of including interpretive signage or artworks along the path, with themes related to transfer facility functions or the local context of the Duwamish Basin. One stakeholder favored the installation of interpretive signage in the viewing room. Others suggested the possibility of adding exhibit lighting to the viewing room so it could also serve as a community art gallery jointly operated and curated by facility staff and the South Park Community Arts Council, acknowledging that this would require an ongoing maintenance budget. A stakeholder suggested that any amenity ultimately selected reflect and reinforce the act of recycling.

Finally, Tim Croll indicated that while SPU will of necessity invest in the station in future years, SPU would probably only consider building a multi-use path during this major construction effort. If not built as part of this project, such a path would need to be built with funds from other sources with another agency taking the lead (most likely SDOT) sometime in the future.